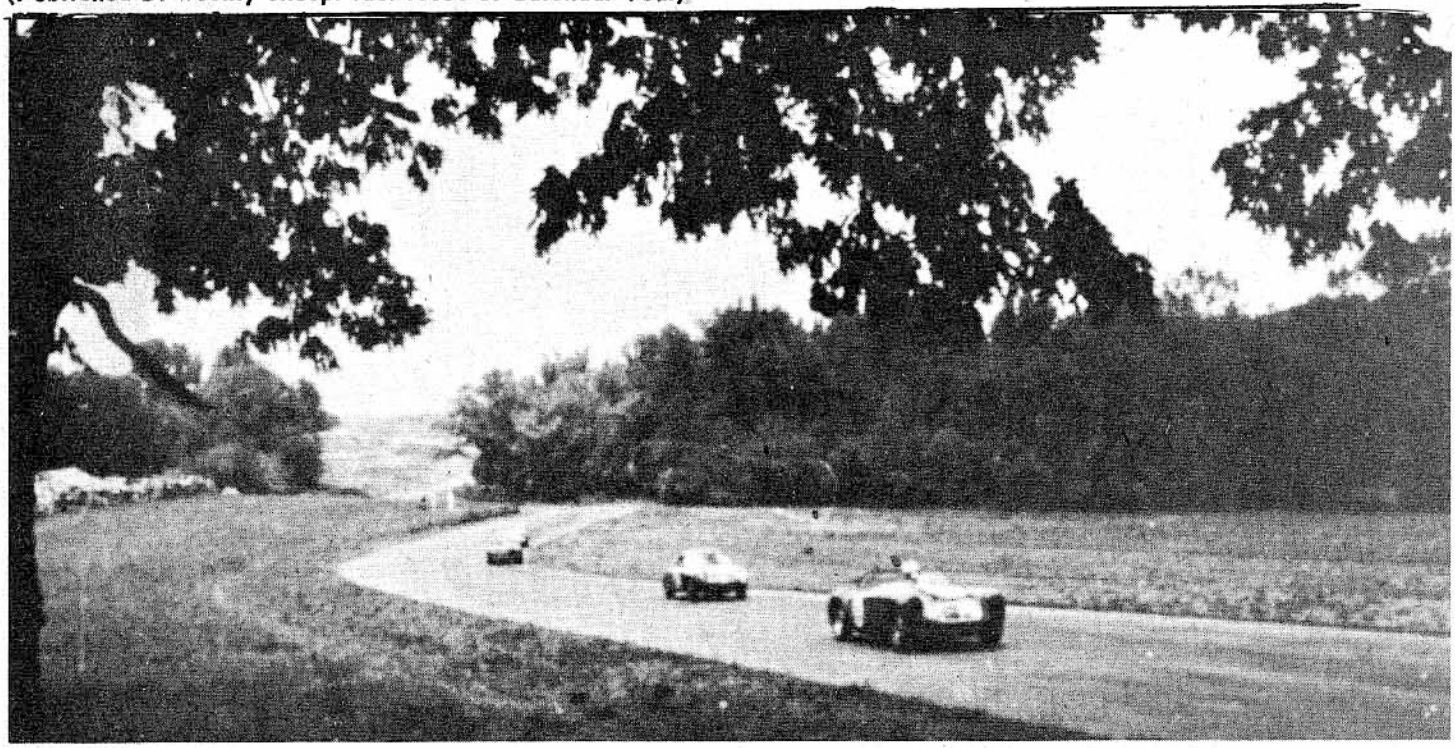
MOTOR RACING

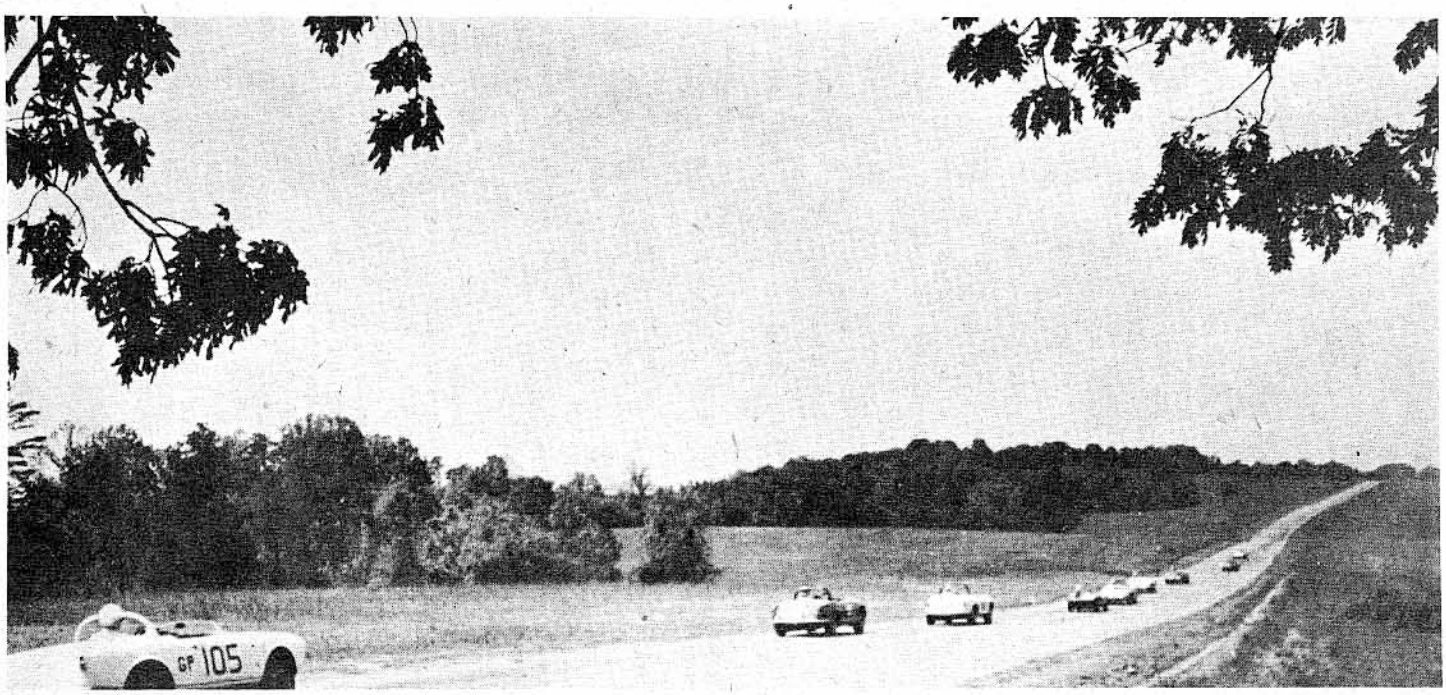
and
ECONOMY CAR NEWS

Vol 4--No. 15 -Culver City, Calif.
(Published Bi-Weekly except last issue of Calendar Year)

May 15-22, 1959
15¢ Cheap



FOLIAGE FRAMES Imposing photo taken by Jack Brady, writer-photographer, at recent SCCA National races at Danville's Virginia Intl. Raceway. Here, cars come through double uphill chicane. Forty-lap main event was won by Walt Hansgen, in Lister-Jaguar. Lower photo also was taken by Brady. (Other photos---Page 4)



CARS STRUNG OUT ON 1 1/8-MILE STRAIGHT AT VIRGINIA INTERNATIONAL RACEWAY

Dutch GP On, Belgium Off

SPA–FRANCORCHAMPS, Belgium, May 13.---The Belgium Grand Prix, scheduled here for June 14, has been cancelled.

The reason is believed to be lack of necessary financial inducements for the leading Formula I teams.

At the same time, the rumor that the Grand Prix of Holland at Zandvoort, May 31, would not be held was scotched. The race will go on as slated.

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MOTOR RACING
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Vol 4--No. 15 - Culver City, Calif. May 15-22, 1959
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Vignettes

By Gus V. Vignolle

- Ginther Sharp
- Mechanic Calls
- Snapper-Wrappers

THE MORE we talk with Richie Ginther the more convinced we are that this top-notch driver is gifted with a great amount of savvy.

At the recent Lago de Guadalupe races in Mexico City, the officials were in favor of a Le Mans-type start. Richie beseeched them not to—and, fortunately, they listened to him. The way aficionados crowd around the start-finish line in Mexico, this would have been nothing short of murder if anything had gone haywire.

This uphill-downhill course was much faster than Avandaro, where the big race was won by Ken Miles the week before, and unlike it, Guadalupe had no switchbacks.

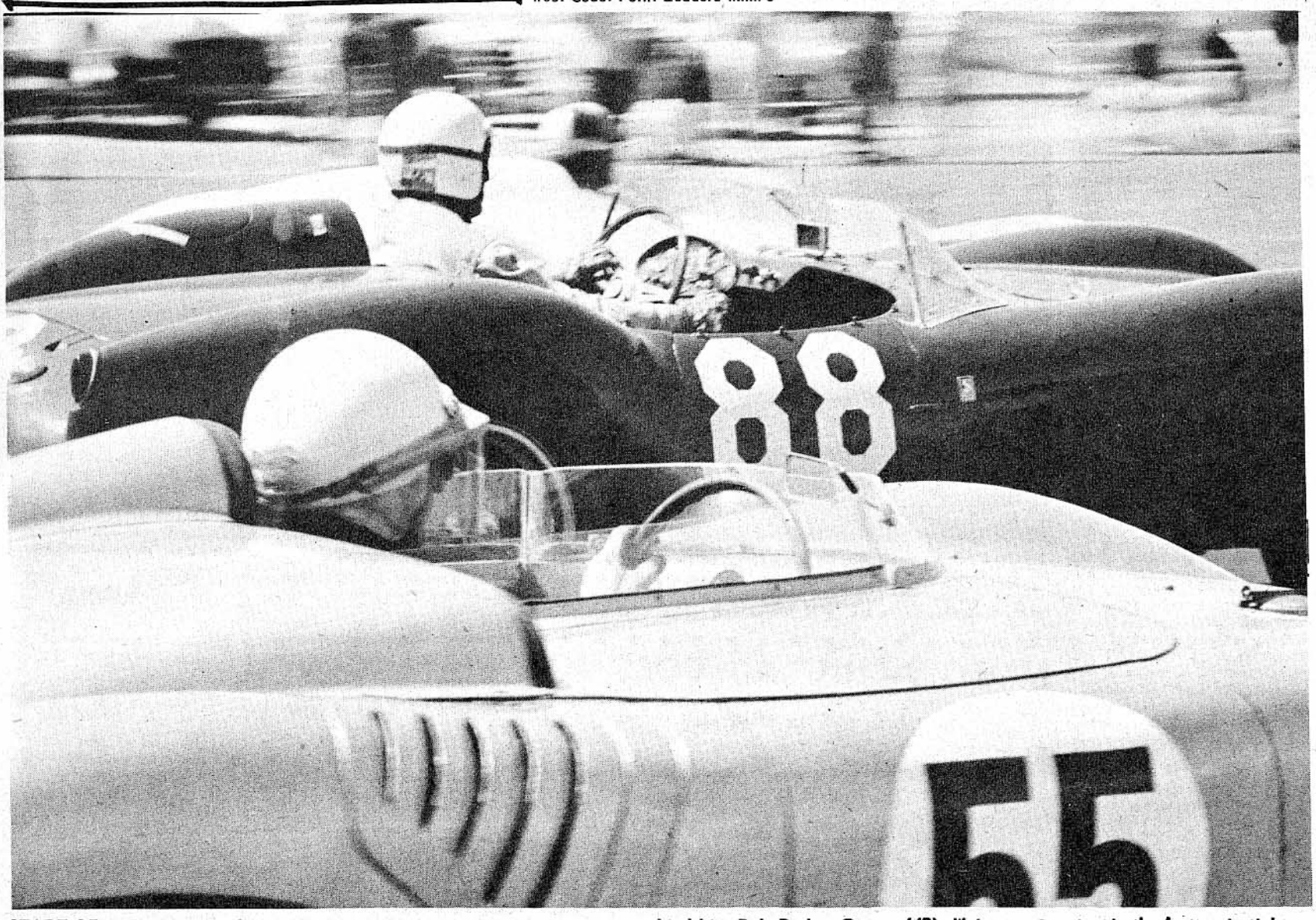
Richie hit the fourth-gear right-left 1–2 turns at 120mph Contrasted against these high-speed bends, Avandaro's No. 1 turn was the fastest. You hit this one in third gear at about 80mph. That should give you an idea.

Surprise Call

Mentioning Miles reminds me that last week the part-owner of the Porsche in which the Briton won called up. He said I was going to be very much surprised when he identified himself. And INDEED I was. I had long given this guy a wide berth and plenty of pavement----and vice versa.

Firstly, he said my written and pictorial coverage of the race was excellent (Hooray!) Then he explained the mention I made of his riding, side saddle, with the pilot on the victory tour.

(Continued Page 3, Cols. 1–2)



START OF recent SCCA Del Mar races shows the front line in over-2000cc for modifieds: Sam Weiss, Porsche RSK (55), Jack McAfee, Ferrari (88), and behind him Bob Drake, Cooper (49). Weiss went on to win the feature in tight parking lot course. The other two followed in that order. (Photo by Bill Norcross

WEISS WINS AT DEL MAR

BY GERI FLEMING
MOTORACING Staff Writer

DEL MAR, Calif., May 3--Sam Weiss and his Porsche RSK Spyder proved the right combination for the 1.5 mile Del Mar Fairgrounds course, as Weiss took top overall honors in today's SCCA 40-lap main event for modified over and under 2000cc.

Thetightly-turned turf club course was just right for the small Spyder. Weiss raced into the lead on the first lap, never to be headed.

Second went to Jack McAfee, piloting Stan Sugarman's newly-acquired 3-liter Ferrari - - the only car in the 18-car field Weiss failed to lap. The Italian machine was just too much for the small course.

Joe Lubin's Cooper Climax, driven by Grand Prix restaurant owner Bob Drake, took third.

Average speed for the 60 miles was 53.6 miles per hour.

Corvettes dominated the production over 2000cc race, finishing 1–2–3 at the end of 25–laps. Corvette chauffeur Vince Mayell, driving his fourth big bore race, led the pack for 22 laps, only to be passed by favorite Andy Porterfield on the 23rd. Porterfield's Corvette, however, was ailing, and Andy relinquished his lead to Mayell at the end of the 24th lap, and settled for second place. Bob Bondurant, also tooling a Corvette, "showed".

The 25-lapper for small bore production car race saw Jim Parkinson, Fiat Zagato, and Dan Parkinson, Fiat Abarth, exchange the lead every lap. Not until Starter Al Torres dropped the checkered flag did Jim know that victory was

(Continued on Page 3, Col. 4)

In the News

FRANCORCHAMPS, Belgium, May 3.---Germany's H. J. Walter, driving a Porsche, won the 137-mile Francorchamps Grand Prix for gran turismo cars here today. He averaged 101.24mph. Next came H. Schiller, Switzerland, Porsche; A. Bronn, Germany, Porsche.

William King, USA, was fifth in an Alfa Romeo Spyder, and first in 1000-1300cc class, averaging 97.774mph.

The 131-mile race for sports cars was won by Gaudin de Beaufort of Holland, also in a Porsche, with an average of 110.792mph.

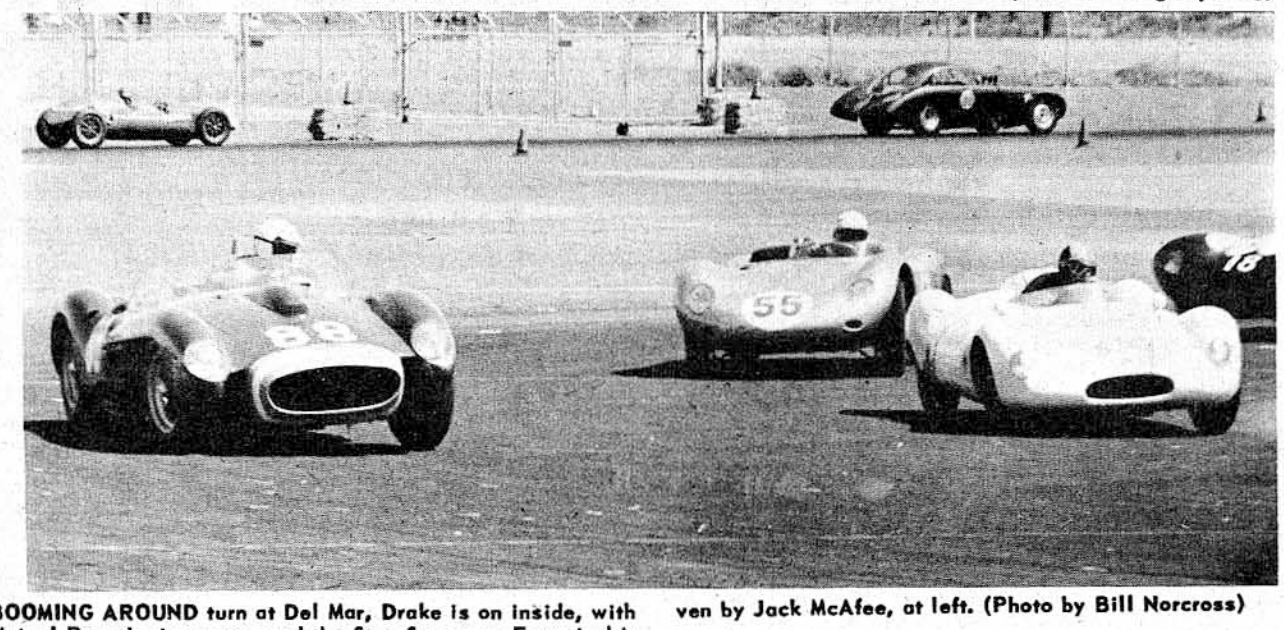
ANDREY TRIUMPHS

LIME ROCK, Conn., May 9. SCCA New England Region races, postponed from April 26 because of rain, drew about 50,000 fans in a new setup which saw cars placed on speed potential classes rather than according to piston displacement.

Two of the big winners were GASTON ANDREY, Ferrari Testa Rossa, and DENISE MCCLUGGAGE, 750 OSCA. Andrey easily bested a Maserati 150 driven by FARNHAM SPICER. Miss McCluggage came from far back to win over Lotuses piloted by BOB BUCHER second, and LEN BALSTRUP, third.

Races were 20 laps over the 1.5-mile course. Other overall winners: STUTZ PLAISTED, MG-A; CHARLES RAINSVILLE Alfa Romeo; HARRY BLANCHARD, Porsche Carrera, and JERRY GEORGI, Jag Spl. A recent court ruling has banned Sunday racing at Lime Rock.

(Continued on Page 7, Col. 5)



BOOMING AROUND turn at Del Mar, Drake is on inside, with Weiss' Porsche in center, and the Stan Sugarman Ferrari, driven by Jack McAfee, at left. (Photo by Bill Norcross)

Towing The Marque

HANSGEN AGAIN AT VIRGINIA

PHOTOS – COVER, Pg 4

BY JACK BRADY

Special to MOTORACING

Danville, Va., May 3.—Walt Hansgen's fourth win out of five main events entered at the Virginia International Raceway, heretoday, inclined some of the longtime pitrail birds to mutter--"ho hum".

Hansgen, out in Briggs Cunninghams new Lister-Jaguar, the Moss car from Sebring, maintained first slot throughout the main event after taking the lead from Fred Windridge in the fourth lap.

The ultra-streamlined Lister, now boasting a 3.8 liter engine, was not in serious contention until the middle of the 40-lap event when Don Sessler Porsche RSK chauffeur from Lancaster, Ohio, began to close on Hansgen.

At the 34th lap, with less than three seconds separating the two cars, the RSK developed acute starvation and coasted into the pits, sans petrol. Hansgen claimed, after the race that at no time had he used the full potential of the Lister.

One wag in the press section suggested that Sesslar, Said and von Dory should get together and form an Embarrassed Porsche Owners' Club, the latter two having suffered the same malady at Daytona Beach in April.

Sesslar, well served in the pits, was back in the race and, without losing position, turned in a safe second and the fastest lap of the day, 3.2 miles in 2m24.2's, for a speed of 80.116mph.

Hansgen's average for 40 laps was 77.62.

Windridge, in the dull-black Kelso Lister-Chevrolet-Scarab, put up a game fight for the first three places but a faulty magneto caused him to lose ground steadily. The engine used in Windridge's car was built up from spares acquired with a Scarab engine from the Reventlow combine.

Windridge recaptured and held third place with only four barrels functioning when the second Cunningham team car, co-driven by Briggs and Dick Thompson, was forced to make a pit stop during the 22nd lap. Thompson was overcome with fumes and according to course observers made it into the pits just ahead of trouble.

Scorching heat relieved slightly by two light showers contributed to driver and spectator discomfort. Local Shriners and members of the Danville SCCA contingent were the only ones smiling about the weather. The race, a benefit for the Shriner's Crippled Children's Hospital, attracted one of the largest crowds seen at the raceway since opening day. Estimated at over 7000, the majority of the spectators would have been swimming in the Dan River before the main event if they had realized it was only 500 ft. from the pit straight.

Scarab Blows

The "Awful Purple People Eater" from Chicago (formerly a respectable California sky-blue Scarab) blew an engine in Saturday's practice session. Pilot Jim Jeffords had to be satisfied with bringing in his purple Corvette first in the Class B, C, D, and E production event. His average for 20 laps was 72.112mph.

Jeffords' crew, with the help of some mechanical magic,

(Continued on Page 4, Col. 3.)

HO 9-3594 • NO 1-8936

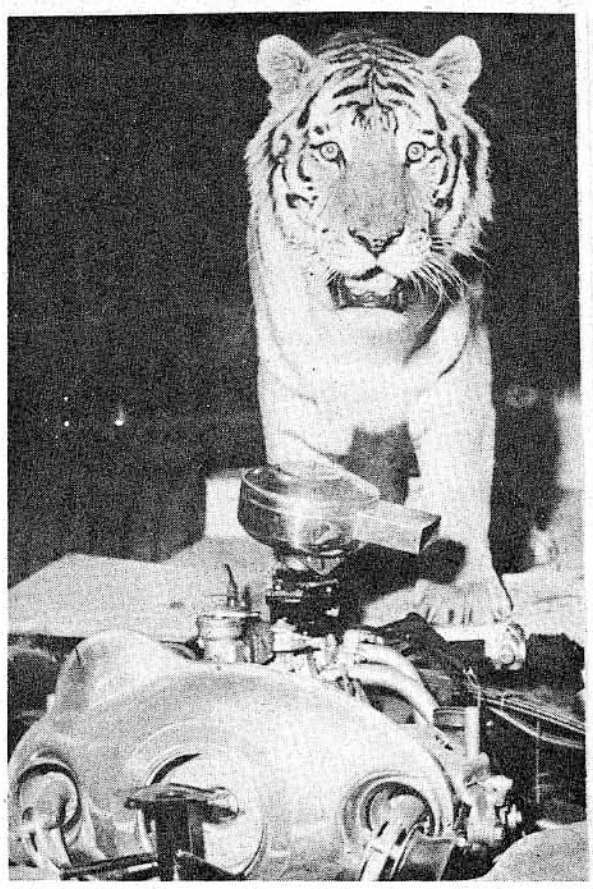
Those are MOTORACING's two new telephone numbers.

Call either one for information on display advertising, subscriptions or editorial matters.

Please change your records and delete the old HO 4-1557 number. The phone number for classified ads remains the same---AX 2-0287.

NEWS ALONG THE ECONOMY CAR FRONT

HERE IS the new Swedish-built four-door Volvo Sedan which has just made its American debut. Known as the Volvo 122S it is powered by an 85hp engine noted for its high speed and superb acceleration.



FROM PARIS comes this striking photo of the new 50hp "Tiger" Panhard racing engine, and, appropriately, one of our striped jungle friends after whom the mill was named. Peak performance is reported at 90 mph. At right, against a sweeping panorama, is the Dyna Panhard economy car. Car seats six, hits 80mph and yields 40mpg.

ECONOMY CAR TRENDS

BY JAMES E. POTTER

MOST RECENT sales report, according to Automotive Digest, indicates that car buyers this year show emphatic preference for the LOW PRICE, ECONOMY MODELS. Sales of these units currently are running 70% to 75% of the domestic car total. Studebaker Packard Corporation has increased its share of the automotive market with its popular Lark to 2.71% -- three times that of the same period last year. Rambler has chalked up sales of 148,931 cars in the first half of the fiscal year, up 140% from the like period a year ago.

* * *

Fun Driving

Last Sunday we had an opportunity to renew our acquaintance with a Triumph TR-3, with one of our sports car enthusiast friends having his immaculately-kept machine along on a picnic in beautiful Irvine Park in Orange County. After feasting on fried chicken potato salad and Mother's Day cake, we took a most pleasant spin in the TR up and down the rolling hills that make this part of Southern California a virtual paradise. Although I've never thought DOROTHY DEEN'S pride and joy would ever capture any beauty contests from an aesthetic design standpoint, the TR-3 certainly is one of the easiest sports cars to get used to that I've ever run across. This little bomb's steering is precise, making handling on the winding roads we traversed a pleasure. Gear shifting is crisp and firm with no feeling of excess play in the linkage. The short-throw lever is a natural, easy reach from the steering wheel. That 100-bhp, four-cylinder powerplant purred like a kitten at idling, responded effortlessly with a solid-sounding roar when acceleration was needed. Yes, I'll agree with BILL STEWART'S KMPC radio commercials, "The TR-3 is a car to have fun in ".

* * *

Driving Reports

Just in case you're wondering, we are planning a whole series of greatly condensed driving reports on economy cars and sports cars, beginning with the next issue. We'll also keep you up to date with first-hand reports on the latest imports, so don't miss any of the upcoming issues of MOTORACING.

* * *

The entire motoring world is looking forward to the announcements by Detroit manufacturers of their "small" cars. Ford and Chevy will share the limelight in the public's eyes, and it all promises to be a heated race next fall.

Ford's expansion plans indicate that they're going all-out in a race for supremacy in the low-priced field. Ford has earmarked $37 million for a modernization program of the Rouge steel mills at Dearborn, Mich. Another $2 million will be spent in the Ford consolidation of their Long Beach and South Gate assembly layouts in Southern California.

* * *

Fiat Increase

The huge Fiat Works in Italy expect to sell between 30,000 and 40,000 cars this year in the U.S., representing quite an increase, since it's only been a couple of years or so that this import was really promoted in this country. Fiat, incidentally, is Italy's largest manufacturing enterprise.

TWIN-CAM MG-A SEEN AS WINNER

Five or more years ago, when the first Porsches and OSCAs started waxing all the local MG specials, there were many cries for a bigger, overhead valve MG engine. At long last the engine has been produced and it will be interesting to see what sort of specials will come forth and if they can pose a real threat to the RS and RSK Porsches.

The hardtop, twin-cam MG-A provided by Gough Industries, West Coast distributors, was a real ball to drive. We wheeled onto the freeway near Gough's, stood on it the way one does in the smaller cars and – powee! – we were up to 75 before you could say E. Forbes-Robinson. Feeling that discretion was the better part of staying out of the pokey, we didn't try for the claimed 115 mph top speed.

Aluminum Job

The hardtop coupe is not basically set up for competition and seems to be quite a bit heavier than the open roadster. We have heard of a planned aluminum-bodied twin-cam roadster, which would be champion. The disc brakes all around are another feature which differs from the standard MG–A. We had been warned that the brakes might need heavy pressure at low speeds, but if they did, we failed to notice it.

After driving home from Gough's, about 40 miles, we were horrified to see the gas gauge reading measureably lower. Good grief! It's burning gas like a ruddy Detroiter, we screamed. We got out the old slide rule and it figured out to 23 mpg, which is pretty good. Maybe the economy cars have spoiled us after all. Although the MGs have never been particularly designed for gasoline economy, the three that we have had...a TC, a TD and a Mk. II...have all been real gas savers. The twin-cam seems to follow the pattern, allowing for the larger 1580cc engine.

For out here in the Far West, we would prefer the open roadster, both as being more pleasant to drive through the smog-filtered sunshine and as more of a race potential. Where the weather is not quite so jolly, the hardtop coupe would seem ideal for all-around fun driving. The MG steering and gearbox have long been used as the comparative of excellence when talking about other marques. The twin-cam MG–A fully upholds this traditional excellence. –

W. R. C. SHEDENHELM

LETTERS are omitted from this issue of MOTORACING due to lack of space. They will be resumed in the next issue.

MOTORACING AD DOES JOB

J. R. AUSTIN COMPANY
Steel Fabricators
2737 E. Walnut Street Pasadena, California
Telephone: RYan 1-9651

May 6, 1959

Dear Gus:

Your paper is positively magnificent. We only ran the ad a few times and the D-Jaguar was sold to Competition Motors of Salt Lake City, Utah, of which Bill Smith is president. He and the vice-president flew down and drove the car back to Salt Lake City (both of them riding in the car).

As you know, I have been trying to sell the car for two years. I have run ads in the various magazines and papers without success, all of which would indicate your paper must have a tremendous drawing power.

Thanks a million, Gus.

Yours very truly,
(signed) Jerry Austin, Pres.

JA/mg

WHERE TO BUY MOTORACING

Autobooks, Harry Morrow, 2900 W. Magnolia Blvd., Burbank.
R. Gordon & Co., Inc., 32 E. 59th St., New York City.
Vilem B. Haan, Inc., 10305-07 Santa Monica Blvd., West Los Angeles.
Imported Car accessories, 1101 No. Pacific Ave., Glendale.
MG Mitten, 3044 N. San Gabriel Blvd., So. San Gabriel, Calif.
Jay's Sport Car Accessories, 6065½ Melrose Ave., Los Angeles.
Steen's Power Parts, 19 E. Valley Blvd., Alhambra, Calif.
Chick Leson's Autosports, Ltd., 3745 Broadway, Oakland, Calif.
Magazine Center, 227 E. 4th St. Long Beach, Calif.
Autosport Accessories, 1114 Ocean View Blvd., Whittier, Calif.
Gardena Stadium, Western at 137th St.
New Ascot Stadium, Vermont at 182nd St.

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Vignettes

By Gus V. Vignolle

IMPUDENT RETORT BY CAR OWNER

(Continued from Page 1)

He said that, asthe mechanic, he was asked to take the lap after Miles won the Pomona "Grand Prix". And, at Avandaro, the sponsoring Club RODA officials asked him to do likewise. Credit where duehe has had that Porsche in magnificent condition.

Perry Peron, a driver and new prexy of the Cal Club, is one of the best things that ever happened to that outfit. He is extremely well liked,which is something you CANNOT say about the three previous presidents.

Peron is getting off on the right foot. He has invited the press to a "semi-business-dinner" soiree, the purpose of which is to "broaden ourscope of public and press relations and to establish new systems that will aid you before, during and after our events".

Smart. But he would do well to start by advancing a couple of pubrel pointers to the soporific sophomore who puts out the club's poop-sheet.

This homespun lout shows that he is quite disturbed because someone, in an eastern publication, has been taking some awful blasts at the CSCC of late. He didn't identify that "someone", who happens to be dear old Ken Miles, a former president of the club, whp got fed up with the malarkey and now speaks his mind in print in no uncertain terms.

* * *

Genuine Clown

While we are in the mood of an ill-tempered Westbrook Pegler, we might as well tell you about the grateful ex-Cal Club prexy who drove that Lister-Corvette at Riverside. He called up Jerry Austin and asked to borrow the four wheels from the latter's D-Jaguar. When Jerry got them back, they were the wrong size tires and they were recaps. After the favor, Jerry called him and told him those weren't his skins. Jerry never heard from the guy again. That one takes the quart of overstuffed j elly beans for complete unwillingness to cooperate after putting the clout on a nice fellow!

Then I got a rumble that available in Italy next July was an 1100-pound, 265hp Maserati and that Joe Lubin probably would pick it up. So I call this Lubin guy and ask him about it.

"Where do all you guys get this stuff?" he snarled, downright impudent. Fangio, von Neumann, Edgar, Cunningham, and other owners of racing machinery, when you call them, are civil and gentlemen.

"I don't have the car" he growled. "Are you going to get it?" I asked. "I don't have the car." "Then you are not confirming or denying the rumor?"

"I still have the Coopers and Astons, and Drake and Oker are driving for me" was the brainy rejoinder.

You'd think I had called Enzo Ferrari.

Remind me to give J. Lubin lots of asphalt and the ignore!

* * *

Fun in Print

But there are other things that make life worth living. Reading the LA Snapper-Wrappers, for instance. Laughs? My blossoms, you never had so many!

My favorite retoucher airbrushed this smasher: "While having lunch the other day, public relations man ---stopped for a moment to tell me that... blah...blah...blah..."

Then on a recent Sunday it said in the Times Classified "...For full info, watch Times Pit Stops..." The following Tuesday in Examiner Classified it said in the Steering Column: "For full info, watch Times Pit Stops..."

How's that for trapping your rival? Wow.

Following a recent trip to Modena, Henry N. Manney III, our far-flung correspondent, reported he had observed the Tony Settember project and that it looked nice, too. Last Sunday, In Naples, Tony, well-known for his 300SL racing here, drove the car to victory in the 2000cc Naples Sports Car "Grand Prix".

The machine was described as an experimental W.R.E. car. Tony built it at Modena with Keith Hoyth, a fellow-American, and two Britons, John Wadsw orth and Leslie Waitey. It has a 4-cyl, 175hp Maserati engine and averaged 62.60mph for the 62.5-mile race.

* * *

Gurney in Italy

SNIPPETS---Popular George (The Crazy Arab) Ashie of Concours Body Shop is critically ill at the VA hospital in Sawtelle...bone cancer...Dan Gurney wrote his charming wife, Arleo, that as soon as he arrived in Europe the other day he began practicing immediately for the Targa Florio to be held in Sicily May 24, second race of the year for the sports car manufacturers' championship. He's in his first year with the Ferrari team. He earnestly hopes it will be possible for him to be home for those Riverside races in July and October. That Andy Porterfield1959 Super Sport Corvette, with all those extras, is a real buy for $4300 at Harry Mann Chevrolet. More than six grand invested in this car. Andy will miss three months of racing, hopes to get the 1960 Super Sport in September. Frank Milne is passing up all racing activities until the Porterfield case is cleared up, but if he should change his mind, here's a tip: sign up Jerry Austin. Everyone knows what he can do behind the wheel of a Corvette...Add nice gestures---Ricardo and Pedro Rodriguez presenting a handsome trophy to Josie von Neumann for "outstanding performance" at Avandro.....

BULLETIN

At presstime, MOTORACING learned that British auto firms had been urged to boycott Los Angeles.

A Glasgow shipping firm, Lyle Shipping Co., wrote the Society of Motor Manufacturers & Traders Ltd., London, that "we wish to bring to your notice officially the shocking conditions which are at present hampering all shipowners trading with the port of Los Angeles, and we wonder whether it would be possible for the motor car manufacturers to exclude that port entirely when arranging their shi pments to the U.S. North Pacific Coast."

L.A. Harbor officials said there was no l abor trouble. The Mayor's office has ordered an investigation.

SWAP!

I have a wonderful old 5x7 Press Graflex camera (f4.5) with 6 x 8 Tessar lens. Stupendous for portrait and landscape photography.....Do you have a Leica, Canon or Nikon that you would like to swap?

MICHAEL Y. CASEY
PO Box 34648
Los Angeles 34, Calif.

Read MOTORACING. Subscription blank on Page 3.

NEW LOTUS ELITE (153), driven by Jay Chamberlain, leads Ron Bucknum, Porsche Super, around turn at SCCA Del Mar road races. Jay won the F production race, with Bucknum and Frank Aldhous, Alfa Spyder, following. (Photo by Bill Norcross)

WORLD'S DRIVING CHAMPIONSHIP POINT STANDINGS

Here is how they stand after the first 1958 Grand Prix (Monaco) for the world's driving championship:

Brabham (Cooper-Cli)..... 9*
Brooks (Ferrari)..... 6
Trintignant (Coop-Cli).... 4
Hill (Ferrari)..... 3
McLaren (Cooper)..... 2

*---8 for 1st, 1 for fastest lap. Note: This year 1 point is not awarded for 6th as in the past.

3510 DEAD

Traffic accidents on California's streets and highways took the lives of 3510 persons during 1958, a decrease of 181 from the previous year.

AK MILLER FASTEST IN HILL-CLIMB

BY ERIC HAUSER

Special to MOTORACING

ROSAMOND, Calif., May 10 Ninety-five cars were shared by 141 drivers at the Cal Club's annual spring hill-climb held today at near-by Willow Springs circuit in the Lancaster-Palmdale area.

The course measured a shade over 9/10 mile and embraced four turns.

Ak Miller of Mexican Road Race fame had to really pour it on to win best-time-of-day. Jack Breskovich had fastest time in practice with his Healey 100S, at 56:40, but Miller came back in the officially-timed run in his Olds-Devin Special to record a winning 55:94 sec.

Following are the best official times for each marque

Healey Sprite: Paul Cunningham, Covina, 1:10.55

Berkeley: Joh Shattuck, Los Angeles, 1.07.75

DKW: Harald Treichler, N. Hollywood, 1.16.62

MG under 1300cc: Tim Hamilton, Merced, 1.06.89

Alfa Romeo Giulietta: Dick Hayward, Sherman Oaks, 1.05.84

MGA: Ray Richardson, Los Angeles, 1.01.74

Porsche (F): Ed Barker, Hermosa Beach, 1.01.18

Alfa Romeo Veloce: Ed Mackey, Long Beach, 1.00.74

Triumph: R. W. Kastner, Manhattan Beach, 1.00.73

Austin-Healey: Sidney Fleischer, Los Angeles, 1.01.54

Morgan: Lew Spencer, Los Angeles, 1.00.27

Porsche (E): Scooter Patrick, Redondo Beach, 1.00.34

Corvette: James Knowles, Tujunga, 57.94

Jaguar: George Duncan, Ontario, 59.84

Mercedes-Benz 300SL: Gary Yonemoto, Los Angeles, 1.00.59

Healey 100S: Jack Breskovich El Monte, 57.28

Class H Modified: Bill Wheeler Pacoima, DB Panhard, 1.05.38

Class G Modified: Art Snyder, Lotus, Gardena, 56.99

Women: Barbara Windhorst, 100S, Inglewood, 1.02.33

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CORVETTES TOOK 1–2–3 honors in big production car race at Del Mar. Here the winner, Vince Mayell, takes the class B car around a turn. Also shown is the Mercedes-Benz 300SL, piloted by Dean Mears (154). He finished fourth. (Photo by Bill Norcross)

Weiss Porsche RSK Del Mar Victor

(continued from Page 1)

his. San Diego's Fiat champ, Willie West, checked-in third behind the unrelated Parkinsons.

Mary Davis, piloting a Cooper Climax led from wire-to-wire in the women's race. Mary McGee, no stranger to racing in Arizona, but new to Southern California, drove the Sugarman 3-liter Ferrari to its second second-place of the day, ahead of Sunnie Baker's Porsche Speedster. The gals' average speed for 15-miles was 48.4 miles per hour.

Harry Morrow took home top honors in the 10-lap Formula III fracas in a Cooper Norton, followed by Alden LeGrand's Echo Renault.

The agility of the Lotus Elite paid off for Jay Chamberlain in the 25-lap production under 2000cc event, as he swept past Ronnie Bucknum's Porsche Super on the 20th lap. Bucknum was able to stave off Chamberlain's early threats, and at one time was a full 2 seconds ahead of the North Hollywood auto dealer. Frank Aldous, Alfa Spyder, finished 51 seconds behind the leaders.

Saturday's program was made up of qualifying and practice for the senior drivers, plus two novice races.

The 2-day race meet, co-sponsored by the Los Angeles, San Diego, San Francisco, Tucson and Phoenix regions of the SCCA, was witnessed by an estimated 4500 enthusiasts.

(Lack of space prevents running complete summaries for the two days. They will appear in nextissue of MOTORACING)

SUNDAY FEATURE

POS	SB EE CH	DRIVER	CAR	CP LO SS
1	-	Weiss	PorRSK	1E
2	64	McAfee	3.0Ferr	1C
3	1L18	Drake	CooCli	1F
4	1L51	Monise	LotX1	1G
5	1L54	Berlin	PoRS	2F
6	2L5	Snyder	LoLeM	2G
7	2L60	Reddish	LotX1	3G
8	3L13	Leyden	OSCA Le	M3F
9	4L38	Brock	CooCli	4G
10	5L74	Jones	Lot	1H
11	6L2	Trodd	Renau	2H
12	10L90	Dean	Panhard	3H
13	15L35	Blackwell	D.Jag	2C
14	22L78	Brayer	ElvMk1	V5G

DNF-McLaughlin, Cooper, Climax, F; Chalman, Lotus MG, F; Molle, Panhard, H; Hughes, Porsche Spyder, F; Gessner, Chrysler Allard.

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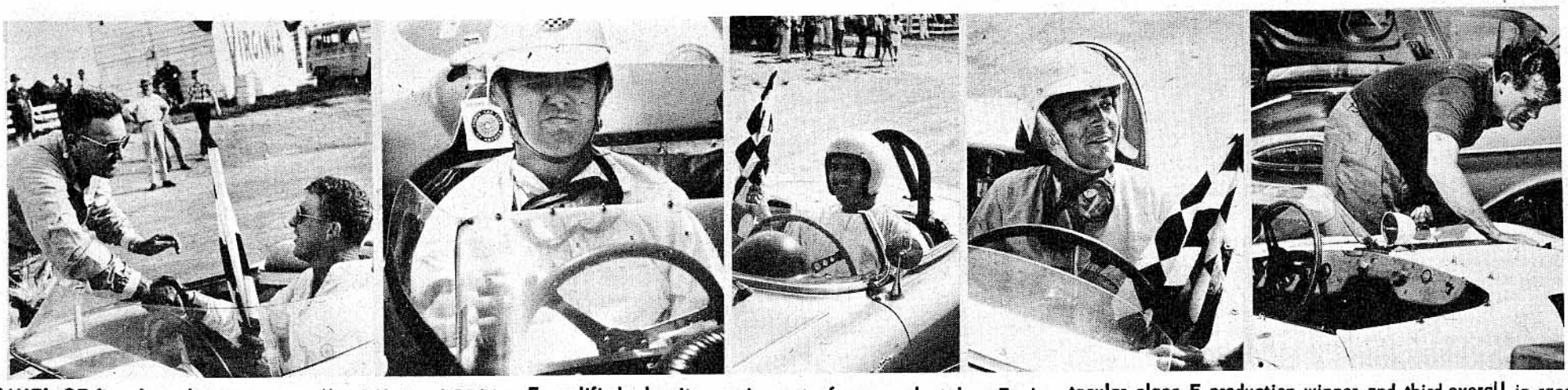
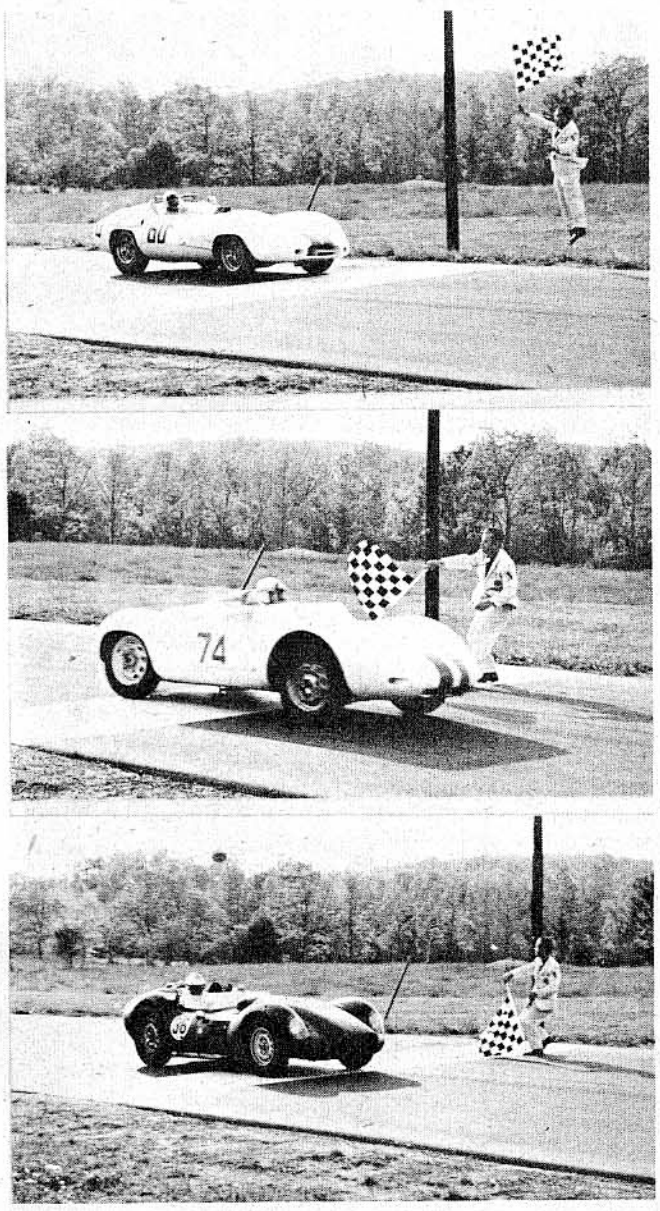


PANEL OF five shots shows scenes at May 3 National SCCA road races at Danville, Va., From left: Walt Hansgen, overall winner of main event in Lister-Jaguar, comes over to congratulate Don Sesslar, Porsche RSK, second overall and first in F modified, despite running out of gas on last lap; Fred Windridge, in cockpit of Kelso-Lister-Corvette, who was third overall; Jim Jeffords takes winner's flag after winning big production car race in Corvette; Ed Welch, AC Bristol, spectacular class E production winner and third overall in race won by Jeffords; Briggs Cunningham, for whom Hansgen drives puts finishing touches on his class H modified OSCA. He took second in class in the first race. (Photos by Jack Brady)



FROM TOP to bottom are the first three overall finishers receiving the checkered flag in event at Danville, Virginia Intl. Raceway---Walt Hansgen, Don Sesslar and Fred Windridge. Other photos on Cover Page.(Photos by Jack Brady)

3.8 Lister-Jag Danville Victor

(Continued from Page 1)

plans to have the Scarab back in action for the three-day meet at Cumberland, Md. and, May 15—17. There were several short, terse comments tossed about the Scarab van regarding the handmade engine modifications created by the west coasters.

It would seem that there is some disagreement as to what is necessary to get the most out of a Corvette engine.

Jim Robinson, long-time Arnholt-Bristol driver, entered with his AC Bristol at Danville and received nomination for the "It Shouldn't Happen To An SCCA Member" award. Robinson started south towing his Bristol. With 150 miles to go, the tow car blew an engine. Rolling the car off the trailer, he drove it to Danville. Practice session on Saturday was fine but in the eighth lap of Sunday's race a neat hole appeared in the side of the newly-rebuilt engine and Robinson was through for the day. The Bristol went north in a vacant spot on the Cunningham Transporter.

Blanchard Flips

Race one provided some hair-raising moments when Harry Blanchard, in his F production Porsche, screaming through the downhill esses, turned completely over, got back in the race, blew a tire, and was in the pits with a tranquilizer before the third lap was born. He did not finish—.

Overall winner in the F, G, H, I, production and I modified, Bruce Jennings drove a cool well-ordered race and seemed to do the job with a minimum effort. Average speed for Jennings, 69.44mph.

ANDY PORTERFIELD

Innocent, Says Porterfield After Arrest

Andy Porterfield, 26, the Pacific Coast's No. 1 big production car (Corvette) driver in 1958, last week denied charges following his arrest on suspicionof grand theft auto in connection with several stolen Corvettes which wound up in junk yards last year.

He will be arraigned May 22.

Milton White, Porterfield's attorney, said he has not received a grand jury transcript and therefore does not know technically what the charges are.

White will seek to have the case thrown out of court for lack of evidence at the preliminary hearing, the date for which will be set later.

SHORT TAKES

Big ads and lots of fanfare in the East for the U.S. stock car debut of Pedro Rodriguez, Jr., 19, of Mexico City, He goes in the 150-mile Grand National late-model race May 17 at Trenton, N.J. His more famed brother, Ricardo, 17, captains the pit crew. Pedro is due to go in a T-bird.

Wayne Weiler, due to drive the Massaglia Hotels Spl. at Indy for Joe Massaglia, well-known in sports car circles, was rejected---high blood pressure. Replacement: Earl Motter who "lost an engine" in practice.

A certain corker will be the cartoon book on Volkswagens, now in preparation by talented Stan Mott, whose work appears in MOTORACING.

Ed Elliott reports full load on "package tour" flights from the Coast to the Indy 500, with openings only through cancellations. Call Mike Kilfoyle Air Service, AX 4--8498, for details.

The 500 will be broadcast over radio KBIG Catalina on May 30 from 8:30 a.m. to about 1 p.m. (PDT)...Pre-race and qualifying dope on Frank and Pat Alten's Motor Classics over radio KBLA (1490), nightly 5:30-6:30. Sponsor is Valvo line, and Bob Russo reports.

Australian Jack Brabham averaged 102.73mph in his Cooper to win the 150-mile Grand Prix at Silvertone, England. Roy Salvadori, who was second in an Aston Martin, averaged 102.38mph.

Johnnie Moore reports Singer Owners' Club and other clubs will participate in time trials, match races and a relay at Gardner Air Field, Taft, Sunday June 14. More on this later. Call Moore at OW 1—4829, evenings, for info.

Recipients of 1958 USAC road racing awards recently were the first three finishers---Dan Gurney, George Constantine and Bruce Kessler.

Bob Johnson, well-known veteran auto publicist, has joined Len Weissman at Promotional Advertising, Inc., in an expansion move to step up ad tempo, pubrel and sales promotion of Renault and Peugeot imported cars in this area.

JERRY UNSER WORSE

INDIANAPOLIS, May 11.---- Jerry Unser, 26, Lakewood, Calif., has developed uremia and is not responding to treatment, doctors reported today. He was burned and suffered serious injuries in an accident hereMay 2. So. Calif race fans sawhim lead the recent Pomona "Grand Prix" for the first lap in a Cad-Kurtis. He was forced out early with a broken battery.

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

OH, YES, on the Mt. Baldy Beer Climb and Snake Fry we told about last time, we forgot to mention the singular incident that happened when one of the intrepid band, Bud, kept complaining that the rest of us were climbing too rapidly. He kept bugging the rest of us about how it's better to take only one step every 30 seconds, so that your foot has time to cool and your muscles time to relax.

"Slow down, for crying out loud," Bud said. "Who you you think you are, Sir Edmund Hillary?"

This was too much for Tall Blond Boy Jacque. He turned, his face livid with burgundy, banishing his crampons.

"No, I'm not Hillary," he snarled, "but my nerves are certainly Tenzing!"

Signs of the Times

Did you notice the Mel Alsbury sign on the bus stop bench at Hollywood and Vine? Northeast corner? It has big Renault and Peugeot insignias painted on it. The only trouble 's that Peugeot is spelled Geugeot.

Gypsies are Coming

We still haven't heard from the Goleta Airport people about permission to stay on the course Friday and Saturday nights, but the Race Gypsies are breeding like rabbits. Figuratively speaking, of course. We now have 24 Gypsies, planning to live in everything from trailers to campers to tents to under the open sky. We suppose that little can be done to stop it, but we suspect that there may be a fair amount of prune juice and other liquids consumed around the Gypsies' campfire on Saturday night.

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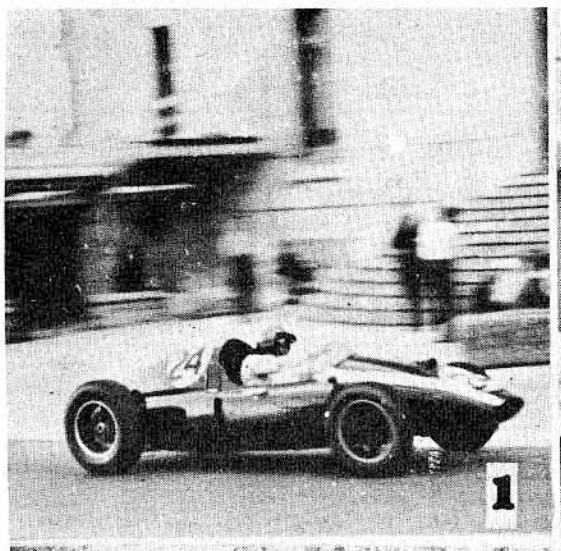
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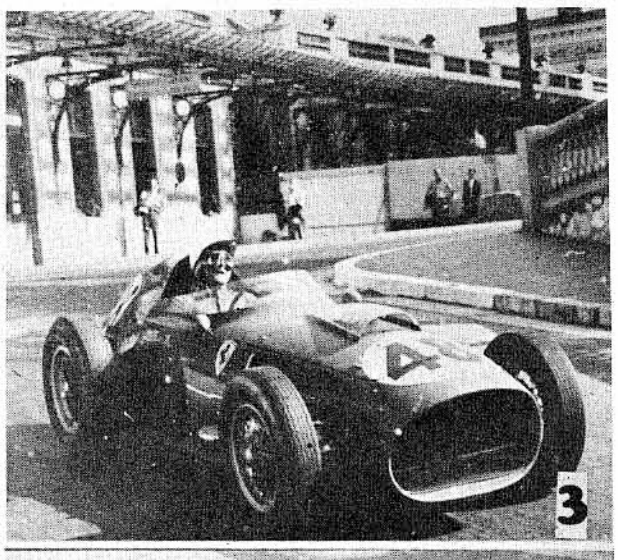
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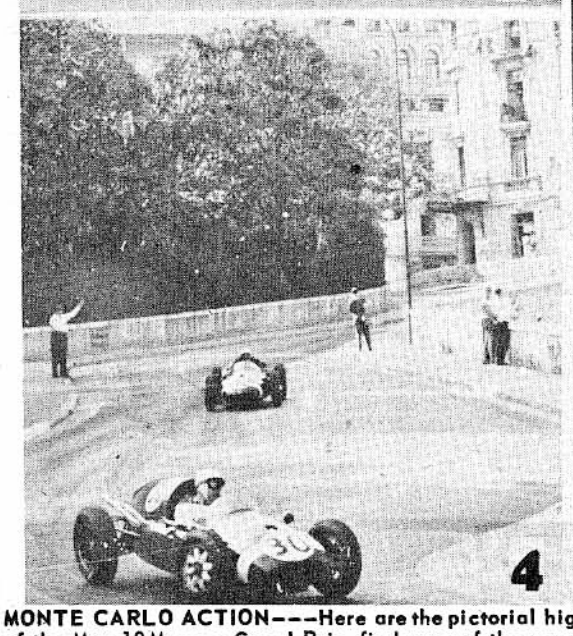
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MONTE CARLO ACTION---Here are the pictorial highlights of the May 10 Monaco Grand Prix, first race of the year for the world's driving championship (Formula 1). Photos are by MOTORACING's Henry N. Manney III. 1) Jack Brabham, of Australia, the winner, flies past Hotel de Paris in his Cooper-Climax; 2) Cameras train on Brabham as he receives congratulations from Charles Cooper, left; 3) Phil Hill, who took fourth in Ferrari, thunders by the station through Monte Carlo streets. Note that he is raised up out of his seat, gasping for breath from fumes in the cockpit; 4) Stirling Moss' Cooper-BRM leads Maurice Trintignant's Cooper downhill to the station. Flagman in left background holds oil flag after Harry Schell's accident; 5) Joakim Bonnier (BRM) leads Bruce McLaren (Cooper), Tony Brooks (Ferrari), and Schell (BRM) along the beautiful seafront; 6) Moss, pushing his No. 30 Cooper, had heart-breaking luck. He was leading but was forced out on the 82nd lap of the 100-lap race when his machine developed rear-end trouble. Earlier Moss waged a fierce duel with Jean Behra's Ferrari for 25 laps, twice waving a clenched fist at the Frenchman for not moving over to let him pass.

San Francisco Newsletter

• Dear Gus

By TOM WILSON

SECTIONAL CHAMPIONS OUGHT TO MEET

DEAR GUS:

By now, we know most of the facts on the recent SCCA National Great Canyon rally in Arizona, but I would like to brief you on some of the highlights.

I will give you all the dope that I could get at midpoint...some of those guys thought I was a spy but TRACY BIRD was broadminded and gave me the info. Briefly, here it is :

Great Canyon rally...name means that it went through at least five big canyons (not a typo)...50 entries...double last year's entry...JOE AND CELIA BECHTEL, last year's SCCA National champs, were entered andwon, which proves they really know their stuff... BILL PETERS was rally master...BILL MARTINEZ, Colorado region, was the official national SCCA observer..... TRACY BIRD, 9th area Governor, was on two checkpoints, so he did a lot of speeding around to cover the first and last checkpoints on both days. Midpoint was the south rim of the Grand Canyon with the Saturday night party and dinner at the El Tovar Hotel.

Saturday route was as follows: Start at Tucson, to Globe Payson, Mogollon Rim, Flagstaff, Cameron and final check at the east gate of the Grand Canyon Natl. Park...440 miles.

Sunday Route: Start at the west gate of park to Williams, Flagstaff, Oak Creek Canyon, Sedona, PrescottSkull Valley, Yarnell Hill, Wickenburg and finish at Phoenix with victory dinner and awards..450 miles.

Since all the Highway patrol was briefed and the local chambers of commerce were warned, the whole countryside was alerted and the dogs tied up.

Some of the smaller bore cars complained about the speed, so it must have been a real go. Entries from Texas, New Mexico, California and Kansas.

* * *

Regarding the sectional SCCA racing championships throughout the country that I was talking about in the last issue, now if some genius will bring all these champs together for a grand soiree at Laguna Seca in October, we will have some real national champions who made it the hard way. Of course it will take more than fanny-sitting to accomplish this. There might be a few more "poor cousin" regions which might want to get into this act and leave the "national champions" to the New England states and they might even make it vicee-versee. A good publicity man could swing it either way. At least we would not have a nation-

(continued on Page 7, Col 3)

BRABHAM WINS AT MONACO

BY HENRY N. MANNEY III

MOTORACING Staff Writer

MONTE CARLO, Monaco, May10.---The 17th performance of the Monaco Grand Prix, run in sparkling sunshine alongside the blue Mediterranean, confounded no experts in resulting in yet another victory for the rear-engined Coopers Jack Brabham, fresh from his success at Silverstone the week before, moved gradually up from third, as first Jean Behra(Ferrari) and then Stirling Moss (Cooper BRM), who had led for muchof the race, dropped out with mechanical boredom, and not only staved off the challenge of second-placeman Tony Brooks (Ferrari) but made fastest lap (just over 70mph) into the bargain.

H. Manney

Next was last year's winner Maurice Trintignant (Cooper), Phil Hill (Ferrari), Bruce McLaren(Cooper) and Roy Salvadori (Cooper Maserati), who pushed over with a broken gearbox.

The results of a savage round the-houses race like this are always more or less a matter of which way the ball bounces, but two things pointed to the fact that a Cooper...and it could have been practically ANY one of them...would turn up the winner here. First of all their general design has been shown to be at its best on this tortuous circuit by their 1958 win and the "almost" third place in 1957; this year more power was available from the new2.5Climaxes and/or BRMs and in spite of the fact that everybody else seemed to be developing more power too, Cooper's win last week in England against Ferrari, BMR, and Aston-Martin competition showedthem to be more dangerous than ever. Ferraris, of course, with their new disc brakes and coil-spring suspension, are always to be reckoned with but they are really not too suited to this circuit, being comparatively heavy and not having too much torque low down.

Fumes Hit Phil

Even so, Behra led for some time, losing oil, before pitching a rod out through the head (!); Brooks and Phil Hill really suffered from the fumes and heat in the high-sided Italian cars on this broiling hot day, resulting in Brooks being violently sick while on the move at least once and Hill losing much time in the hay.

He performed this crowd-pleasing act no less than three times, all right in front of the Casino; he claims not to remember the second one but the third was accomplished under the baleful stares of ex-champions Fangio, Chiron, and Farina. Phil had to pull into the pits then to change two bent wheels where he got a bucket of water pitched over him, which improved his condition considerably, but the fumes undoubtedly account for the factthat Brooks, although pulling up to within 10 seconds of

(Continued on Page 7, col. 6)

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Sports Car Fans Eye Daigh, Arciero Maser

West Coast Point Leaders

BY ERIC HAUSER

The following races are included in the scoring: Pomona, Pomona GP, Vacaville, Stockton, Del Mar. Results of Saturday race at Stockton for big modified cars have not yet been received. When race entry is of poor caliber, points awarded for top positions are usually reduced.

MODIFIED OVER 2000cc

1. B. Krause	Maserati	28
2. R. Ginther	Ferrari	19
3. D. Gurney	Ferrari	17
4. S. Hudson	Ferrari	14
5. J. Flaherty	Lister	13
6. C. Daigh	Kurtis	11
7. L. Ruby	Maserati	10
8. Jack McAfee	Ferrari	9
8. B. Oker	Aston Martin	9

CLASS E MODIFIED

1. S. Weiss	Porsche	35
2. K. Miles	Porsche	31
3. G. Glyer	Ferrari	27
4. J. Nethercutt	Ferrari	8
5. E. Vincent	Ferrari	6

CLASS F MODIFIED

1. B. Drake	Cooper	22
2. D. Wester	Porsche	17
3. J. Playan	Porsche	14
4. S. Conklin	Lotus	10
4. C.R.Haworth	Porsche	10
5. B.Leyden	Osca	8
5. L.Robertson	Porsche	8

CLASS G MODIFIED

1. A.Snyder	Lotus	36
2. F.Monise	Lotus	15
3. J.Reddish	Lotus	14
4. S.Conklin	Lotus	10
5. J.Lowe	Lotus	9

CLASS H MODIFIED

1. B.Molle	Fairchild	15
2. H.Jones	Lotus	14
3. E.Freutel	Lotus	11
4. C.Gardner	Lotus	9
5. D.Miller	Miller	8

WOMEN-OVER 1500cc

1. L.Scott	Talbot	10
1. M.Dixon	Maserati	10
2. L.Wood	Healey	7
3. B.Nieland	TR	5
4. G.Liebaert	AC	5
5. G.Tara	Morgan	5

WOMEN UNDER 1500cc

1. S.Baker	Porsche	18
2. P.Baxter	Lotus	11
3. M.Davis	Cooper	10
4. C.Duncan	Lotus	10
5. I.Wheeler	DB	8

CLASS B PRODUCTION

1. V.Mayell	Corvette	20
2. A.Porterfield	Corvette	16
3. H. Harn	Corvette	14
4. B.Bondurant	Corvette	13
5. F.Grant	Corvette	11

CLASS C PRODUCTION

1. H.Richardson	Jaguar	22
2. D.Mears	300SL	15
3. T.Roberts	Jaguar	11

CLASS D PRODUCTION

1. J.Moore	Porsche	19
2. J.Breskovich	100S	15
3. C.Parsons	Porsche	14
4. D.D.Michelmore	Porsche	13
5. B.Harris	AC Bristol	11

CLASS E PRODUCTION

1. R.Bucknum	Porsche	20
2. R.W.Kastner	Triumph	16
3. B.Hinshaw	Morgan	12
4. W.West	Morgan	10
5. G.Pickens	Triumph	9
5. C.Parsons	Porsche	9

CLASS F PRODUCTION

1. J.Lumkin	MGA	14
2. B.Greenland	Porsche	12
3. F.Aldhous	Alfa	11
3. M.Roetner	Alfa	11
3. M.Sanders	MGA	11
4. S.Froines	Alfa	9

CLASS G PRODUCTION

1. D.Hayward	Alfa	20
1. J.English	Alfa	20
2. D.Burhop	MG	10
2. N. Sweetzer	MG	10
3. S.Dredge	MG	8

CLASS H PRODUCTION

1. J.Webb	DB	20
2. R.Pickering	Sprite	15
3. W.West	Fiat	13
4. P. Binks	Sprite	10
5. J.Parkinson	Fiat	9
5. D.Parkinson	Fiat	9

Rallies

MAY

16-17---LOCKHEED SCC 24 HOUR VII Bob's Sepulveda & Brand, San Fernando, 7:01 A.M. SCCSCC championship event, $6. Gladys Stoer CR 9-2102

23-24---SCCA GOLDEN WEST Nat'l. championship rally, Casa Munras Monterey, Calif. 6:01 A.M. Gene Hammond rallymaster $15.

24------LONG BEACH DOUGLAS SCC MAY DAY SLALOM 9 A.M. Anaheim Rd. between Bellflower & Studebaker, Long Beach, $3. two runs, Chic Beauregard GE 8-7417

24------SANTA MONICA PCCA DILEMMA 8:01 A.M. 174th & Crenshaw, 5hr. nav. $2. dash plaques Dick Coulter rallymaster, ME 0-3956.

28-31---ACROPOLIS RALLY (Europe)

30------KINGS HIGHWAY MOTOR CLUB RALLY OF CHAMPIONS NCCSCC Championship, Stanford Plaza, Palo Alto, 8:01 P. M. $3.50, Donald Pix, 1926 Ivy St. #3, San Mateo.

30------LAS VIAJEROS TOURING CLUB HORA DE DESCANSO RALLYE 1½ hrs. nav. 6:31P.M. after races $6. includes fee plaque & dinner, Carolyn Parker rallymaster WO2-4962

JUNE

7------SAN GABRIEL VALLEY PCCA LES FOLIES DES FEMMES for women only 9:00A.M. Clock at Les Tunas & Rosemead, Temple City

9-13---RALLY OF THE MIDNIGHT SUN (Europe)

13-----NORTHROP SCC SIERRA VI SCCSCC championship 12 hr. nav. 5:01 A.M. Norair Division, Northrop Corp. Hawthorne, Calif. C. K. Enoch rallymaster, $5. Don Black OR 1-5900

INDIANAPOLIS, May 13,---- Time trials to determine starting positions for the 43rd annual 500-miler on May 30 will get under way May 16, continue the next day and resume May 23-24.

Most of the interest from the standpoint of sports car followers is centered on:

1. The Frank Arciero Spl., powered by a V8 Maserati engine anddriven by Shorty Templeman, Seattle.

2. Chuck Daigh, Long Beach, Calif., driving the Agaj anian Spl.

3. Another V8 Maserati, the Scuderia Eldorado Spl. from Milan, Italy.

4. Jim Rathmann, Miami, of Monza and Daytona fame, going in the Lindsey Hopkins 4-banger.

Arciero, of Montebello Cal. is well known as owner of the 4.9 Ferrari in which Dan Gurney roared to fame.

Daigh is a veteran, but is classified as an Indy rookie who must take the driver's test. He made the Chevy-Scarab famous last year.

Driver of the Italian entry is unknown at this writing. He will be an American.

Eighteen brand new cars are included among the 61 official entries and 11 of the new creations are similar to the "flat engine" Belond-AP Spl. driven to victory last year by Jimmy Bryan, Phoenix. The fastest 33 cars form the starting field.

Three former winners hope to start. Bryan tries to become the fourth driver in Speedway history to win two in a row. Johnnie Parsons strives to duplicate his 1950 win, and Pat Flaherty seeks a starting position for the first time since he was sidelined by injuries following his 1956 triumph.

The two powerful supercharged Novi Spls. have been assigned to Paul Russo and Dempsey Wilson. TonyBettenhausen, the National champion competes in his 13th Indy race. He pilots the Ansted Rotary Spl.

Ginther Wins in Mexico

MEXICO CITY, May 3. --- Richie Ginther, Granada Hills Calif., the most popular foreign driver to compete here since the days of the Panamerican road race, drove John von Neumann's 3-liter Ferrari "hot-rod" to an impressive victory at the 2nd annual Lago de Guadalupe race on the outskirts of this metropolis today.

He covered the 30 laps over the fast uphill-downhill, 13-turn 2.8-mile course through a new subdivision at an average speed of 74.7mph.

Ricardo Rodriguez, Porsche, and Josie von Neumann, 3-liter Ferrari, again given a rousing ovation by the massive Mexican crowd of 50,000 spectators finished second and third, respectively.

Other class winners, Pedro Rodriguez, Corvette, 27 laps; Fernando Guerrero, Austin Healey, 26 laps; Adolfo Velasquez, Mena Studebaker, 27 laps Cesar Teillez G, Mena Mercury 23 laps. Other overall winners: Fred van Beuren, Alfa Veloce; Roberto Ayala, Ford.

Disaster was averted on the cool-off lap when Ginther, flying at about 80mph, swerved to avoid one of the hundreds of spectators who were crossing the circuit. Coming around the bend, he missed the apex by 10 feet, winding up on a slippery, sandy road and

(Cont'd on Page 7, Cols. 5-6)

Rally 'Round

With Duane and Jerrie Sparks

We enjoyed the hospitality of the San Francisco SCC last week-end as, with Larry Harris to mastermind the binary, we competed in the NCCSCC championship ALPINE rally. It was a rugged 14-leg, 12 hour affair equal in quality of organization and execution to any of our local top-flight events. The chore of driving to San Francisco Saturday to start the rally at 8 p.m., returning home Sunday afternoon did give us just about enough driving, however. There was some talk of running the Stanford SCC rally out of Palo Alto which started at 10 a.m. Sunday, but we chickened out of that one.

The folks in S.F. made us feel right at home and happy we had made the trip. Originally the purpose of running this rally rather than the ROGUES RALLERY, the open event here in town, was to familiarize ourselves with the differences in terminology and scoring methods used in that area so that the SCCA national championship GOLDEN WEST on May 23-24 wouldn't be too much of a surprise in these departments.

Well, we found out the hard way as our only errors of any size were occasioned by our misinterpreting "First Possible" as a turn instruction and by not realizing they don't count highway road markers when they use numbers as speed change reference points. We only hope these lessons will be helpful to us and to you on the GOLDEN WEST.

We found that the enthusiasts up there were favorably inclined toward the suggestion that among the four areas in California it might be possible to develop statewide competition with a pointsystem leading toward a recognized state championship. The thought was thatthe San Diego, Southern California, Central California councils could work together to designate certain events each year which would count for points in the statewide competition, with the thought that to be eligible for points each contestant would be required to run at least one event in each area.

This program would not only develop a rally champion for California but would go a long way towards eliminating the minor differences in terminology and procedures which now exist in the various areas. Who knows, from this might come a uniform national rally code.

NICE GOING!

It was nice to see a product of American industry come through on the ROGUES RALLERY as Don Blunt and Bob Piety of LBDSCC captured it in Don's Hawk. These boys have been faithful participants for some time and were overdue in the win column.

Because of certain differences between the preliminary results and the final official standings on the GREAT WESTERN we are repeating the Council rally leaders chart with the corrected standings. We'll have another championship rally to add to this chart with the next issue since by then the seventh annual 24 HOUR will be history. It starts this Saturday at 7:01 A.M. at Bob's on Sepulveda in San Fernando.

Council Rally Leaders

UNOFFICIAL SCCSCC CHAMPIONSHIP RALLY STANDINGS

COUNCIL RALLY LEADERS
Un-Official SCCSCC Championship Point Standings

POSITION	NAME	CAR	CLUB	MARK I	DON DIEGO	WHEELE BOUNCE	GREAT WESTERN	TOTAL
DRIVERS								
1.	Dick Coulter	MG A	SMPCCA	18	23	24	11	76
2.	Stan Johnson	Alfa	SMPCCA	16	12	22	19	69
3.	Mel DeLoof	Jaguar	SWSCC	0	22	14	25	61
4.	Hon Jones	Porsche	SDSCC	25	*	19	16	60
5.	Doug Linder	Porsche	NRSCC	13	17	3	22	55
6.	Chuck Meredith	Peerless Rallymasters		*	15	18	14	47
7.	Diane McPherson	AC	SWSCC	23	0	0	23	46
8.	Bill Chester	Alfa Rallymasters		*	18	9	18	45
9.	Howard Frank	A-H	SMPCCA	20	24	0	0	44
10.	Tom Higgins	Alfa	SMPCCA	0	19	0	24	43
11.	Ted Sparks	VW	DSCC	*	0	25	9	34
12.	Wayne Brown	Corvette	PSCC	21	0	*	13	34
13.	Virg Herman	A-H	NRSCC	15	0	4	15	34
14.	Flo Schumann	A-H	SWSCC	3	*	10	21	34
15.	Dick Pieper	A-H	SMPCCA	6	10	0	17	33
16.	Duane Sparks	T-Bird Rallymasters		*	0	23	8	31
17.	Cal Hudspeth	MG A	LBDSCC	7	9	12	*	28
18.	Dick Bauer	Jaguar	Convair	*	25	*	*	25
19.	Gordon Madison	Peugeot	NRSCC	22	0	3	0	25
20.	Ed Fleming	Porsche	SWSCC	0	0	13	12	25
21.	Harold Guess	MG TF	NRSCC	24	0	0	0	24
22.	Tom Kienholz	Jaguar	Astro	*	21	*	*	21
23.	Dick Ecker	Alfa	SGVPCCA	*	*	21	*	21
24.	Bruce Starkey	MG A	La Jolla	*	20	*	*	20
25.	Jerry O'Brien	Porsche	NASCAR	0	0	20	*	20
NAVIGATORS								
1.	Al Nesbitt	MG A	SMPCCA	10	23	24	11	68
2.	Juanita DeLoof	Jaguar	SWSCC	0	22	14	25	61
3.	Jack Carlson	Porsche	NRSCC	13	17	*	22	52
4.	Ann Sparks	VW	NRSCC	6	10	25	9	50
5.	Jerrie Sparks	T-Bird	NRSCC	24	0	23	0	47
6.	Al Sorensen	Alfa	SMPCCA	16	12	C	19	47
7.	Bob McPherson	AC	SWSCC	23	0	0	23	46
8.	Elizabeth Chester	Alfa Rallymasters		*	18	9	18	45
9.	Dick Lovell	Porsche	SMPCCA	0	19	0	24	43
10.	Bob Cole	MG TD	LBDSCC	7	9	12	7	35
11.	George Taylor	Porsche	SDSCC	0	*	19	16	35
12.	Ruth Piercy	Corvette	SMPCCA	18	0	*	17	35
13.	Ginny Herman	A-H	NRSCC	15	0	4	15	34
14.	Charles Schuman	A-H	SWSCC	3	*	10	21	34
15.	Russ Palmer	Porsche	SDSCC	25	*	*	*	25
16.	Bob Dunn	Porsche	Convair	*	25	*	*	25
17.	Jerry Russell	Porsche	SWSCC			13	12	25
18.	Nick Marechal	A-H	SMPCCA	*	24	0	0	24
19.	Don Black	Peugeot	NRSCC	22	0	*	*	22
20.	Stu Rinker	Alfa	SMPCCA	0	0	22	0	22
21.	Pat Venable	Corvette	PSCC	21	0	*	*	21
22.	George Kendall	Jaguar	Astro	*	21	*	*	21
23.	Bob Ballard, Jr.	Alfa	SGVPCCA	0	0	21	*	21
24.	Don Royer	A-H	SMPCCA	20	*	*	*	20
25.	Marcia Starkey	MG A	La Jolla	*	20	*	*	20

* Did not compete.

Various Rally Results

VARIOUS RALLY RESULTS

SOUTH BAY PCCA INAUGURAL II MAY 3 TOM HIGGINS RALLYMASTER 66 CARS

POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Dick Coulter	Al Nesbitt	MG A	SMPCCA	:47
2.	Bob Piercy	Larry Harris	Alfa	SMPCCA	1:06
3.	Flo Schumann	Charlie Schumann	A-H	SWSCC	1:25
4.	Dick Pieper	Dick Lovell	A-H	SMPCCA	1:32
5.	Ann Sparks	Ted Sparks	VW	NRSCC	1:47
6.	Duane Sparks	Walt Glassett	T-Bird	Rallymaster	1:49
7.	Charlotte Nesbitt	Ruth Piercy	Corvette	SMPCCA	1:51
8.	Dick Ecker	Bob Ballard	Alfa	SGVPCCA	2:10
9.	Hal Wood	Chris Wood	Porsche	SWSCC	2:18
10.	Julie Dearth	Betty Hill	MG A	SMPCCA	2:59

SANTA ANITA PCCA T S D MAY 9 KEN HUNDY RALLYMASTER 55 CARS

POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Dick Kermode	Bill Costley	TR-3	CPCCA	1:09
2.	Len Davids	Don Detrick	TR-3	SFVPCCA	1:39
3.	Bernie Dodd	Pat Dodd	MG A	CPCCA	2:40
4.	Tom Higgins	Peggy O'Brian	Alfa	SMPCCA	3:19
5.	R. E. Cook	D. L. Cook	Simca	OCPCCA	6:49

HUGHES EASCC ROGUES RALLERY III MAY 10 RAY MENARD RALLYMASTER 39 CARS

POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Don Blunt	Bob Piety	Stude	LBDSCC	:15
2.	Bob Piercy	Dick Lovell	Alfa	SMPCCA	:26
3.	Dick Coulter	Al Nesbitt	MG A	SMPCCA	:34
4.	Cal Hudspeth	Bob Cole	MG A	LBDSCC	1:00
5.	Ray Moyer	Marge Moyer	MG A	SMPCCA	1:01

SAN FRANCISCO SCC ALPINE MAY 9-10 DAVE SHIRE RALLYMASTER 32 CARS

POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Adrian Ryan	John Ryan	Porsche	Triangle	1:23
2.	Ted Sparks	Lloyd Johnson	Porsche	Triangle	3:36
3.	Bob Cook	Ann Cook	Jaguar	Triangle	8:04
4.	Jerod Hein	Tom Tresser	VW	Stanford	9:15
5.	Bill Cook	Penny Wenberg	TR-3	Stanford	9:51

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MAY

15-17 --SCCA National Races; Steel Cities Region; Cumberland, Md.
16-17 -- SCCA Races; Florida Region; Miami.
23-24 -- SCCA Races; New England Region; Thompson, Conn.
23-24 -- SCCA Forest Festival Races; Northwest Region, Shelton, Wash.
23-24 -- SCCA Races C.W. Michigan & N.E. Michigan Regions; Grayling, Mich.
23-24 -- SCCA Races Rio Grande Region; Ft. Sumner, N.M.
24 -- Targa Florio sports Car Race, Sicily.
29-30 -- SCCA Races; Central Carolines Region; Chester, S.C.
30 -- SCCA Races; Land O' Lakes Region; Hibbing, Minn.
30 -- Indianapolis 500-miler; Indianapolis.
30-31 -- CSCC Races, Santa Barbara, Calif.
30-31 -- SCCA National Races; New York Region; Bridgehampton, N.Y.
30-31 -- SCCA 3rd Lake Erie Invitational Race' West N.Y. Region.
30-31 -- SCCA Races; Kansas City Region; Coffeyville, Kan.
31 -- Dutch Grand Prix; Zandvoort.

JUNE

4-5 -- 6-Hour Relay Races; Jarvis, Ontario, Canada.
6-7 --SCCA Laguna Seca Road Races; S. F. Region; Monterey, Cal.
7 -- Nurburgring 1000 Kilometers, Germany.
13-14--SCCA Races; Savannah Region; St. Simons Island, Ga.
13-14 -- SCCA Races N.Y. Region; Lime Rock, Conn.
20-21 -- 24-Hour Sports Car Race, Le Mans, France.
20-21 -- SCCA National Races; Chicago Region; Elkhart Lake, Wisc.
20-21 -- SCCA Races; Washington Region; Marlboro, Md.
21 -- SCCA Races; Northwest Region; Shelton, Wash.

TOM WILSON

(Continued from Page 5)

al champion determined on the strength of one race, such as class I production last year.

Well Gus, I missed the Stockton regional road races, due to this expedition back here. This was the first SF region race that I have missed in nine years and I can say that it is a relief. After a while this road racing fetish gets you, like hashish or opium eating. It sure is a relief to know that it is possible and that the sun will probably come up tomorrow. I'm not sure but I'll let you know, in case that you don't get the word. A few more deals like this and I will be in your class. I have sworn to forego those extra-curricular activities so I may last for a while longer. Atleast I do not poop out as early as the rally crowd. Believe it or not, but those guys were in bed by 10 p.m.

With best regards,

tom wilson

EIGHT KILLED

VENADO TUERTO, Argentina, April 19.---8 People including a child and two women were killed today when a racing car driven by LUIS FERFARIS plowed into a crowd of spectators. The driver was seriously injured. The 524-mile road race was held on the streets near this city.

PERSONALS

About People in Racing & Rallying

BY GERI FLEMING

New editor of Sidelights, the Renault Owners' Club nationalnewsletter, is ISABEL HAAS.....SKIP CONKLIN is now sharing his love of sports cars with boats.....DOROTHY AND GORDON BETZ officiating at midget races April 26.. MARGE AND HOWARD CAMPBELL vacationing in Acapulco and Mexico City.....BETTY SHUTES guesting on TOM HANLON'S CBS Sports Scene BETTY AND DENNY, by the way, celebrated their 17th wedding anniversary May 3.... Automotive Press Association has nominated BILL DREDGE to run as a member of the board of directors.....best wishes for a speedy recovery are extended to JERRY UNSER who suffered 3rd degree burns during practice at Indianapolis ....ANDY PORTERFIELD trying his hand at driving sprint cars at Ascot -- exhibition-type racing only.....ANN AND LINDLEY BOTHWELL will drive home a brand new, fire engine red Buick following the Indianapolis races..... JOHNNY KNOWLAND wearing a steel brace due toa ruptured disc in his spine.....FRED LAMPING, San Fernando Valley Board of Realtors' secretary, just purchased the newest Mercedes-Benz 220S..... Southern California race fans welcomed STAN SUGARMAN back to the sports car scene at Del Mar.....An honest-to-goodness good sport is JAY CHAMBERLAIN -- when Jay raced and won at Stockton and Del Mar he knew beforehand he wasn't eligible for a trophy, because the factory had not yet produced 150 Lotus Elites, but that didn't stop Jay from putting on one of the most thrilling races fans have seen in a long time...ANN NICHOLS is taking care of VIRGINIA BEERS' film service until Virginia comes home from the hospital.....MESSRS. AND MMES. ALDHOUS, TORRES AND YARTER attended the Del Mar road races in true "race gypsy" style --in trailers.....STEVE MASON will be the guest speaker when the Automotive Press Association meets May 20 at the Mona Lisa restaurant....."SIS" AND GEORGE CARY, JR. in town for a few days.....LEW SPENCER drove the former JOHNNY PORTER car, the Aardvark Menagerie, in the CSCC Hill Climb Mother's Day.....HAL DAUNIS to act as chairman of SCCA's first slalom of 1959 .....FRED KNOOP (Knoop Special) and CHUCK HOWARD (2-liter Maserati) have traded cars.....HARRY MORROW is requesting the return of his gas welding equipment--PLEASE whoever borrowed (?) it PLEASE return it.....MARION WEBER'S M.G. Mitten sports car accessory house has moved to 1127 E. Green Street, Pasadena..... Alex Xydias' movie, Sebring 1959, was shown at the Vista theater this past week.....E. A. "SWANEE" SWANSON employed by PAT AND FRANK ALTEN...JOHN BARRETT has left Danyluck Motors to open his own service station and foreign car repair establishment....DORIS(BRUNTY) MARTIN forgot to zig when she should have zagged, and headed for the non-paying customers during the women's race at Del Mar – luckily, the Fairgrounds' fencing was sturdy enough to stave off what could have been a serious accident. ....RUTH LEVY singing at CAM COOPER's Passport Inn in Manhatten Beach....BUD and LEE ERLICH became proud parents of a bouncing baby boy April 1.....MARY DAVIS, BOB DRAKE and MARY HAUSER checking-out the gambling table in Las Vegas...."DOC" HOPPE in the throes of planning Triple R's first night race of '59 at Willow Springs July 18-19....DALTON DANON clocked at over 101mph on the San Fernando drag strip in his Corvette....Congratulations to the JOHN HATHORNS who celebrated their first wedding anniversary recently.... PAUL POND brought home the best Jaguar trophy from the Great Canyon National rally ....Paul was one-third of the Los Angeles Region of the SCCA's team which brought home the first place team trophy -- other members were GORDON CAPITO and JOE BECHTEL..STEVE GERAGHTY, active in local concours circles and race driver in the early days of the sport, and his wife RONNIE have left LA for San Jose, Calif., where Steve will be in charge of the parts department for a Cadillac agency....LINDLEY BOTHWELL flying to NY to finalize plans for SCCA's national race July 18 at Riverside....Newest Corvette owner is BOB PANELLA, sports editor of the Citizen News.... CHUCK DAIGH taking a few laps at Gardena in the car he'll drive at Indy....Guest speaker at the Women's Sports Car Club's driver meeting was D. D. MICHELMORE ....BARBARA NIELAND visiting her mother in Idaho.... Heartiest congratulations to JAY CHAMBERLAIN on his Stockton road race victory -- Jay really ran off and hid from the pack in the new Lotus Elite.

DAVE TALLAKSEN has transferred to Atlanta region of SCCA and will be chief steward at races to be held at Gainsville, Ga., June 6-7. DON HUTELIN, the former Honolulu flash, will be chief course marshal. Dave is active now in the fast-growing Georgia SCC...COL. BURLEIGH F. HILLMAN, NW SCCA regional exec, recently returned to his home in Tacoma after a trip to British Columbia....DENISE McCLUGGAGE, the terrific eastern seaboard femme pilot, has left the NY Herald-Tribune and is now with the Mirror in Gotham...MAX BAER, the former heavyweight champion of the world, is acting in a public relations capacity (so he says) for Michael J. Daugherty, of Sacramento, distributor for the Japanese Prince car....

Ginther Mexico Victor

(Continued from page 6)

smashing into a curbing, bursting the oil cooler.

This was the car that von Neumann had trouble with at Avandaro last week. Richie said it ran beautifully, even with a head gasket that he thought would not hold up.

Club Blasted

The entire Mexican press blasted the organizing Club San Borja for timers who did notknow how to time the races for a jam-packed judges' stand with free-loaders, for clogged access roads, etc.

The race ended in the rain.

Another accident was averted in the big race when Ricardo Rodriguez struck a dog, which was hurled high in the air and thrown against another car which the youth was passing at the time.

IN THE NEWS

(Continued from Page 1)

• CORVETTE WINS RALLY

DETROIT, May 3.-R.G. DOYEN, Milwaukee, and C.L. GIBBS, Menomonee, Wisc., driver and navigator, respectively, in a Corvette, today won the Press on Regardless National SCCA rally staged by the Detroit region. They had 184 penalty points.

They were followed by 2. JO ANN and BILL CARLISLE, VW-KG, 246; 3. BARBARA and JIM BICKHAM, MB 190SL, 307; 4. LEE and INKA BECK, Porsche 1500, 311; 5. H.K. and CONNIE HYBARGER, T-Bird, 346. There were eight DNFs out of 67 couples that started.

SANTA BARBARA RACES

Ken Miles, slated to race a Porsche Spyder and an RSK in the two modified races, and LANCE REVENTLOW, returning to action in the Chevy-Scarab, headline the entries for the CSCC sports car races at Santa Barbara, May 30-31.

SALT LAKE ACTION

WEST JORDAN, Utah, May 13.---First race for 1959 SCCA Pacific Coast Championship points is the third running of the Great Salt Lake road races to be presented by the Utah region May 16-17. Ten races are planned for the two days on the 9-turn, 2.7 mile Salt Lake Airport No. 2 course, according to General Chairman JOHN BROPHY.

SHORT SHORTS---LEE DELAMATER and ALEX THOMPSON, Connecticut rallyists, won the three-day Yankee Monte Carlo rally winding up at South Egremont, Mass. They were in a Porsche and had a 94-second error for the 370 miles ...Jag Owners' Club has its election meet May 21, 8 p.m., at Blarney Castle. BOB BARON is listed as prexy on slate of nominees. For info and dinner reservations please call ZAZ HAAN, CR 1-3775 or BR 2-4455...

HENRY MANNEY

(Continued from pg. 5)

the flying Brabham, just could not catch him.

Brake Failure

Generally speaking, the very fast BRMs succumbed to their traditional bogey...brake failure, Apparently there is lots of pedal but the braking comes and goes and one is never sure whether one will stop or just get a funny whistling noise. Harry Schell crashed while in third, and carried on without the BRM's nose which was still stuck in the straw, but it was spraying oil around like a lawn sprinkler and was flagged off. Joaquim Bonnier had the good sense to quit when he barely escaped the same fate and Ron Flockhart spun out from unexpectedly having to go into the Hotel de Paris turn too fast.

The new 2.5 Lotuses only arrived at the last minute because the truck broke down and only Graham Hill's qualified; Pete Lovely, of Seattle, sitting it out because there wasn't time to repair a broken carburetor suffered in practice.

At Monte, you see, only the fastest 16 qualifiers run. However, Graham's mount caught fire on him about a quarter of the way through and that was that.

Also present were three F2 (1500cc) cars, a new six-speed singleseater Porsche with exposed wheels, Allison's baby Ferrari, and Halford's Lotus, but all three were removed at one fell swoop when Von Trips spun the Porsche on some oil at Ste. Devote about the second lap and the other two piled into him.

Cooper Trouble

The Coopers also had their troubles; Trintignan t making long stop to fix the throttle linkage, thus robbing him of a possible higher place, Salvadori and Gregory suffering gearbox trouble, and Moss having a certain first snatched out of his grasp when the ring and pinion let go with 18 laps remaining out of 100.

Too bad, as he had at least one lap on everybody else..... but that's Monte Carlo. Sixteen starters - six finishers. All one big gamble.

1. Brabham (Cooper); 2. Brooks (Ferrari); 3. Trintignant (Cooper-Climax) 2 laps behind; 4 P. Hill (Ferrari) 3 laps; 5. McLaren (Cooper 2.2) 4 laps; 6. Salvadori Cooper-Maserati) 17 laps. DNFs---Moss (Cooper-BRM), rear-end, 82 laps; Flockhart (BRM), spun out, brakes, 67 laps; Schell (BRM), crashed, 52 laps; Bonnier (BRM), brakes, 52 laps; Behra (Ferrari), rod out, 24 laps; G. Hill (Lotus), caught fire, 24 laps; Gregory (Cooper), transmission, 5 laps; Von Trips (Porsche F2), crashed, 2 laps; Allison (Ferrari), crashed, 2 laps; Halford (Lotus F2), crashed 2 laps.

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